

Bric-a-Brac.

The onion originally came from Egypt. The division line between statesmanship and demagoguery is a very narrow one in this country.

The old lady was right when she said, the child might die if they waited for the doctor. She saved the little one's life with a few doses of One Minute Cough Cure. She had used it for croup before. Boynton & Eastman.

The great wall of China is 1250 miles long.

Hood's Pills cure liver ills, biliousness, indigestion, headache. A pleasant laxative. All druggists.

An express train travels fifty-eight feet per second.

Soothing and not irritating, strengthening, and not weakening, small but effective—such are the qualities of DeWitt's Little Early Risers, the famous little pills. Boynton & Eastman.

A good camel will travel 100 miles a day for ten days.

The length of life may be increased by lessening its dangers. The majority of people die from lung troubles. These may be averted by promptly using One Minute Cough Cure. Boynton & Eastman.

March is the slackest month of the year for business.

To cure old sores, to heal an indolent ulcer, or to speedily cure piles, you need simply apply DeWitt's Witch Hazel Salve according to directions. Its magic like action will surprise you. Boynton & Eastman.

The catamounts of Rome contain over 6,000,000 skeletons.

The old way of delivering messages by postboys compared with the modern telephone, illustrates the old tedious method of "breaking" cabs compared with their almost instantaneous cure by One Minute Cough Cure. Boynton & Eastman.

There are nearly 6,000 characters in the Chinese language.

Scaly eruptions on the head, chapped hands and lips, cuts, bruises, a skin burn are quickly cured by DeWitt's Witch Hazel Salve. It is at present the article most used for piles, and it always cures them. Boynton & Eastman.

An ordinary gas jet consumes as much air as five people.

Absolutely pure, perfectly harmless, and universally reliable are the qualities of One Minute Cough Cure. It never fails in colds, croup and lung troubles. Children like it because it is pleasant to take and it helps them. Boynton & Eastman.

Storm clouds move at the rate of 36 miles an hour.

"Excuse me," observed the man in spectacles, "but I am a surgeon, and that is not where the liver is." "Never you mind where his liver is," retorted the other. "It is in his big toe or his left ear. DeWitt's Little Early Risers would reach it and shake it for him. On that you can let your gig lamps." Boynton & Eastman.

Ice eighteen inches thick would support a heavy passenger train.

English Sparin Liniment removes all hard, soft or calloused lumps and blemishes from horses, blood spavins, curbs, splints, swellings, ring-bones, stifles, sprains, all swollen throats, coughs, etc. Save \$50 by use of one bottle. Warranted the most wonderful blemish cure ever known. Sold by C. C. Bingham, 37 Main St., druggist, St. Johnsbury, Vt.

Weather Statistics.

COMPILED AT THE NORTHFIELD STATION IN THE MONTH OF DECEMBER FOR NINE YEARS.

Temperature.—Mean or normal temperature, 21°; the warmest month was that of 1891, with an average of 31°; the coldest month was that of 1890, with an average of 9°; the highest temperature was 61° on Dec. 20, 1895; the lowest temperature was 27° on Dec. 14, 1893; average date on which first "killing" frost occurred in autumn, Sept. 18; average date on which last "killing" frost occurred in spring, May 18.

Precipitation (rain and melted snow).—average for the month, 3.08 inches; average number of days with .01 of an inch or more, 14; the greatest monthly precipitation was 5.88 inches in 1887; the least monthly precipitation was 1.13 inches in 1892; the greatest amount of precipitation recorded in any 24 consecutive hours was 2.14 inches on Dec. 28 and 29, 1887; the greatest amount of snowfall recorded in any 24 consecutive hours (record extending to winter of 1887-8 only) was 21 inches on Dec. 28, 1887.

Clouds and weather.—Average number of clear days, 4; partly cloudy days, 12; cloudy days, 15.

Wind.—The prevailing winds have been from the south; the highest velocity of the wind was 49 miles from the southwest on Dec. 31, 1895.

State News.

Aden Heath, a 13-year-old boy of East Warren, committed suicide by hanging, last week Tuesday. When found he was on his knees and could easily have taken his head out of the line by which he was hung. There was no known cause for the act. His aunt sent him to get the eggs and he had been gone about half an hour when his uncle came home and found him hung by the neck in the barn. He only breathed a few times after his uncle carried him into the house.

At the last session of the Vermont legislature it granted a charter to the Ely Copperfield Railroad company, which will connect the copper mines of Ely, Stratford and Corinth with the Boston and Maine and Central Vermont railroads. Preliminary surveys are soon to be made. The citizens of White River Junction are trying to secure for their town the location of the smelting works soon to be erected. No other large producers of copper are as near the market as the Vermont copper mines, and with proper railroad facilities these mines will have a great advantage over other mines.

The Ranger's Story.

"In 1858 I was commanding the frontier battalion of state troops on the whole frontier, and had my camp on the Deer Fork of the Brazos. The Comanches kept raiding the settlements. They would come down quietly, working well into the white lines, and then go back a-running—driving stolen stock and killing and burning. I thought I would give them some of their own medicine. I concluded to give them a fight. I took two wagons, one hundred Rangers, and one hundred and thirteen Tahuahuan Indians, who were friendly. We struck a good Indian trail on a stream that led up to the Canadian. We followed it till it got hot. I camped my outfit in such a manner as to conceal my force, and sent out my scouts, who saw the Indians hunt buffalo through spy glasses. That night we moved. I sent Indians to locate the camp. They returned before day, and reported that the Indians were just now a few miles ahead, whereat we moved forward. At daybreak, I remember, I was standing in the bull-wagon road leading to Santa Fe and could see the Canadian River in our front—with eighty lodges just beyond. Counting four men of fighting age to a lodge, that made a possible three hundred and twenty Indians. Just at sunup an Indian came across the river on a pony. Our Indians down below raised a yell—they always get excited. The Indian heard them—it was very still then. The Indian retreated slowly, and began to ride in a circle. From where I was I could hear him puff like a deer—he was blowing the bullets away from himself—he was a medicine-man. I heard five shots from the jaggers with which my Indians were armed. The painted pony of the medicine-man jumped ten feet in the air, it seemed to me, and fell over on his rider—then five more jaggers went off, and he was dead. I ordered the Tahuahuan out in front, and kept the Rangers out of sight, because I wanted to charge home and kind of surprise them. Pretty soon I got ready and gave the word. We charged. At the river we struck some boggy ground and floundered around considerably, but we got through. We raised the Texas yell, and away we went. I never expect again to hear such a noise—I never want to hear it—what with the whoops of the warriors, the screaming of the women and children, our boys yelling, the shooting, and the horses just a mix-up and a stampede around." and the Colonel bobbed his head slowly as he continued.

"One of my men didn't know a buck from a squaw. There was an Indian woman on a pony with five children. He shot the pony—it seemed like you couldn't see that pony for little Indians. We went through the camp, and the Indians pulled out, spreading fan-like, and we a-running them. After a long chase I concluded to come back. I saw lots of Indians around in the hills. When I got back, I found Captain Ross had formed my men in a line. "What time in the morning is it?" I asked. "Morning, hell!" says he, "it's one o'clock!" And so it was. Directly I saw an Indian coming down a hill near by, and then more Indians, till it seemed like they wasn't ever going to get through coming. We had struck a bigger outfit than the first one. That first Indian he bantered my men to come out single-handed and fight him. One after another, he wounded five of my Indians. I ordered my Indians to engage them, and kind of get them down in the flat, where I could charge. After some running and shooting they did this, and I turned the Rangers loose. We drove them. The last stand they made they killed one of my Indians, wounded a Ranger, but left seven of their dead in a pile. It was now nearly nightfall, and I discovered that my horses were broken down after fighting all day. I found it hard to restrain my men, they had got so heated up; but I gradually withdrew to where the fight commenced. The Indian camp was plundered. In it we found painted buffalo robes with beads a hand deep around the edges—the finest robes I have ever seen—and heaps of goods plundered from the Santa Fe traders. On the way back I noticed a dead chief, and was for a moment astonished to find pieces of flesh cut out of him; upon looking at a Tahuahuan warrior I saw a pair of dead hands tied behind his saddle. That night they had a cannibal feast. You see, the Tahuahuan say that the first one of their race was brought into

the world by a wolf. "How am I to live?" said the Tahuahuan. "The same as we do," said the wolf; and when they were with me, that is just about how they lived. I reckon it's necessary to tell you about the old woman that was found in our lines. She was looking at the sun and making incantations, a-cussing us out generally and elevating her voice. She said the Comanches would get even for this day's work. I directed my Indians to let her alone, but I was informed afterwards that that is just what they didn't do."—[From "How the Law Got into the Chaparral," by Frederic Remington, in Harper's Magazine for December.

State Reports.**Highway Commissioners.**

The second report of the state highway commissioners, O. L. Hinds, J. W. Votey and Marcus Pock, has just been issued from the Messenger company's printing establishment, and is an interesting pamphlet of nearly a hundred pages, containing besides the commissioners' report, tables giving the names of the road commissioners and the length of time they have been engaged in road work; the amount of money expended on the highways by each town during 1895 and the expenditures of the highway funds. Numerous illustrations showing the good and bad conditions of roads, machines used and material available for the construction of better roads, add much to the interest of the report.

EVERY MOTHER SHOULD Have it in the House

It will positively cure the many common ailments which will occur to the inmates of every family as long as life has woes. It cures every ache, every lameness, every pain, every nervousness everywhere. It prevents and cures asthma, bronchitis, colds, coughs, croup, catarrh, diphtheria, gout, hiccups, hoarseness, headache, hooping cough, influenza and neuralgia.

Johnson's Anodyne Liniment

Originated in 1810, by the late Dr. A. Johnson, Family Physician.

For more than forty years I have used Johnson's Anodyne Liniment in my family. I regard it one of the best and safest family medicines used internally and externally in all cases. O. H. INGALLS, Dea. 2d Bapt. Chh., Danvers, Me.

Our Book "Treatment for Diseases and Care of Sick Room," Mailed Free. Sold by all Druggists. L. S. JOHNSON & CO., 22 Custom House Street, Boston, Mass.

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Our confidence that the volumes will be cheerfully paid for is shown by sending a \$43 set of books on payment of only \$1. We also feel that you will thoroughly appreciate the superb new work and speak favorably of it to others. Sample pages, with specimen illustrations, will also be sent on application until the offer is withdrawn. We refer you to the publisher of this newspaper. Always mention name of paper you see this offer in. Address

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Special line of Ribbon Collars, all
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Millinery Parlors,
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FARM FOR SALE.

The farm of the late S. W. Sprague, situated in North Danville, consisting of 425 acres, with sugar orchard of 3000 trees and a large quantity of extra spruce lumber and cedar swamp. Has one of the

Finest Upland Meadows

in northern Vermont, of about 80 acres, with usually cuts 75 tons of hay; three teams and sleds and hay barn.

A HOUSE

finished for two families, in good repair, with a stream of never-failing water to house and barn.

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Or of LYNDON ARNOLD,
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Open all the
year for permanent and transient guests.

MRS. E. C. WHITE.

Postmaster

--- AT ---
St. Johnsbury,
Vermont.

It seems to be generally understood that there will be a change in the office of postmaster some time in 1897. The undersigned hereby announces himself as a candidate for the same, subject to the approval of a caucus to be held some time in the future.

HORACE K. IDE.

Commissioners' Notice.

JOHN FELCH'S ESTATE.
The subscribers, having been appointed by the Honorable Probate Court for the district of Caledonia, commissioners to receive, examine, and adjust all claims and demands of all persons against the estate of John Felch, late of Barre, in said district, deceased, and the term of six months from the 30th day of December, 1896, being allowed by said court to the creditors of said deceased, to exhibit and prove their respective claims before us: Give notice that we will attend to the duties of our appointment at the office of E. T. & H. K. Ide, in Barre, in said district, on the 4th day of January, and the 2nd day of May, next, at 2 o'clock in the afternoon on each of said days.

CHARLES W. MASON,
Commissioners.

Barre, Vt., Dec. 7, A. D. 1896.

Commissioners' Notice.

CHARLES P. HATCH'S ESTATE.
The subscribers, having been appointed by the Honorable Probate Court for the district of Caledonia, commissioners to receive, examine, and adjust all claims and demands of all persons against the estate of Charles P. Hatch, late of Danville, in said district, deceased, and the term of six months from the 28th day of May, 1896, being allowed by said court to the creditors of said deceased, to exhibit and prove their respective claims before us: Give notice that we will attend to the duties of our appointment at the dwelling house of George B. Davis, in Danville, in said district, on the 21st day of January, and the 28th day of May, next, at 4 o'clock in the afternoon on each of said days.

CHAS. D. BRAINERD,
HARVEY S. DOLLE,
Commissioners.

Danville, Vt., Dec. 8th, A. D. 1896.

BOSTON & MAINE R. R. PASSENGER DIVISION.

WINTER ARRANGEMENT, OCT. 5, 1896.

Trains Leave St. Johnsbury.

For Concord, Manchester, Nashua, Lowell and Boston via White River Junction, 12:30, 8:55 a. m., 12:10 p. m., arriving at Boston 9:25 a. m., 4:44 and 8:00 p. m.
For Concord, Manchester, Nashua, Lowell and Boston via Wells River and Plymouth, 1:40 a. m. (daily), 8:55 a. m., and 2:54 p. m. Arriving at Boston, 8:02 a. m., 4:45 and 8:30 p. m.
For White River Junction, Bellows Falls, Northampton, Springfield, Hartford, New Haven and New York, 12:30, 8:55 a. m., and 12:10 p. m.
For Newbury, Bradford, Norwich and White River Junction, 12:40 and 8:50 a. m., 12:10 and 5:55 p. m.
For Passumpsic, Barre and Melrose, 8:50 a. m. (daily), 1:40, and 8:55 a. m., 12:10, 2:34 and 5:58 p. m.
For Montpelier, 9:00 a. m., 2:34 p. m.
For Littleton, at 8:50 a. m., 2:34 and 5:58 p. m.
GOING NORTH.
For Lyndonville and Newbury, 2:17 a. m., 3:15 and 10:50 a. m., 3:13, 4:27 and 7:51 p. m.
For West Burke, Barton and Barton Landing, 3:15 and 10:50 a. m., 3:13, 4:27, and 7:51 p. m.
For St. Albans and Derby Line, Massawippi, North Hatley, Lenoxville and Sherbrooke, 3:15 and 10:50 a. m., 4:27 and 7:51 p. m.
For Quebec via Sherbrooke and Grand Trunk Ry., 3:15 a. m. and 7:51 p. m.
For Quebec via Sherbrooke and Quebec Central Ry., 3:15 a. m. and 7:51 p. m.
For Montreal via Sherbrooke and Grand Trunk Ry., 3:15 a. m. and 7:51 p. m.
For Montreal via Newburg and Canadian Pacific Ry., 2:20 a. m. (daily), 3:13 p. m.
D. J. FLANDERS,
Gen. Pass. and Tkt. Agt.

ST. JOHNSBURY AND LAKE CHAMPLAIN R. R.

Winter Arrangement, Oct. 4, 1896.

Trains Leave St. Johnsbury.

GOING WEST.
For Danville, Hardwick, Morrisville, Cambridge Junction, Burlington, St. Albans and Rutland 7:35 a. m. and 3:20 p. m.
For Danville, West Danville, Walden, Greenvale, East Hardwick, Hardwick, Morrisville, Hyde Park, 7:35 a. m. and 3:20 p. m. and 4:40 p. m.
For Johnson, Cambridge Junction, Burlington, Fletcher, Fairfeld, Shelton, Highgate and Swanton, 7:35 a. m. and 3:20 p. m.
For Stratbridge, St. John, and Montreal via East Swanton, 7:35 a. m. and 3:20 p. m.
GOING EAST.
For East St. Johnsbury, North Concord, Miles Pond and Lowellburg, 5:00 a. m., 2:45 and 4:50 (mixed) p. m.
For Whitefield, Fayans, Crawford, Glen, North Concord, Fryeburg, Portland, Brunswick, Lewiston, Augusta, Waterville, Bangor and St. John, 3:00 a. m., 2:45 p. m., For Boston via North Concord, 3:00 a. m. H. E. FOLSOM,
D. J. FLANDERS,
Subt. Gen. Pass. Agt.

MAINE CENTRAL R. R.

Through the White Mountains

To Lancaster, Chichester, North Conway, Boston, Portland, Lewiston, Bangor, Bar Harbor and St. John.

LOCAL TIME TABLE—ON AND AFTER

LEAVING ST. JOHNSBURY.

	A. M.	P. M.
St. Johnsbury, Vt.	2:00	2:45
Lancaster, N. H.	4:00	3:45
Whitefield	4:12	3:57
Quincy Junction, N. H.	4:30	4:15
Jefferson	4:50	4:35
Lancaster, N. H.	5:15	4:40

LEAVING LANCASTER.

	P. M.	A. M.
Lancaster, N. H.	12:40	7:30
Jefferson	12:55	7:40
Quincy Junction, N. H.	1:05	8:00
Whitefield	1:15	8:10
Lancaster, N. H.	1:28	8:32
St. Johnsbury, Vt.	1:35	8:45

THROUGH TRAINS.

	A. M.	P. M.
St. Johnsbury, Vt.	3:00	2:45
North Conway	6:25	6:05
Portland	8:25	8:10

	A. M.	P. M.
Boston via	12:51 p. m.	5:58 a. m.
Portland	9:45 a. m.	1:15
Bangor	4:35 p. m.	4:50
Bar Harbor	7:15	9:55
St. John		1:00 p. m.

Trains arrive at St. Johnsbury from Boston, Portland, Lewiston, Augusta, North Conway and White Mountain resorts 2:30 and 9:40 p. m.

GEORGE P. EVANS, Gen. Mgr.

P. E. BODDHY, G. P. & T. A.

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Cures Piles, Scalds, Burns.